

SPORTING EDITOR - Harry Beecher
RACING - Francis Trevelyan
YACHTING - Duncan Curry

PLUNGER'S SON
WON OVER \$70,000

Charley Dwyer's Great Success in Backing Sloane's Mounts in England.

HE LOST MONEY HERE

Owed \$13,000 When He Went Abroad, but the Amount Was Quickly Paid.

By Francis Trevelyan.

An English racing man, who is on a visit to this country, brings tidings which give a definite idea of the extent to which the Americans who followed the Sloane's mount, last fall must have "spoiled the Americans." Of course, I do not know what each individual won, but I happen to be fully posted as to the operations of young Charley Dwyer in the ring," said the Journal's informant.

"He won during his short visit over \$14,000, or about \$70,000 in your money. These winnings were made principally over Sloane's mounts, though I do not suppose exclusively so. Young Dwyer made a far more favorable impression in England than his father did, and was welcomed if he came back next season, as I suppose he will from the fact that he has sent Sly Fox to the other side."

A well-known member of the Metropolitan Turf Association, speaking yesterday of Charley Dwyer's winnings in England, said: "He was undoubtedly a very large winner, and I am glad to hear that he put so large a sum as \$70,000 to his credit. So, too, I am sure, will all the local layers be, for Charley has proved himself a game and honest sportsman. Everything went wrong with him here, but all last season, and he was in default to the extent of \$13,000 when he left for England with the Sloane's. His loss was promptly forwarded when he began to win."

When Sly Fox was shipped to England, Tod Sloane sent two yearlings with him. These yearlings, now two years old, are the Jockey's own property. They are a gray filly by Imp. Topgallant-Opeechee, and a colt by Imp. St. Blaise-Piddie. The St. Blaise colt is eligible for the English Derby of 1900.

From all accounts, Mr. Pierre Lorillard is quite a sick man. Before he left England he was troubled with insomnia to such a degree that it materially affected his health and spirits. He announced to his friends that he was going to retire from racing. "I intend to have my young horses developed at my farm at Racine," he said, "and if by any chance a really good one is found among them I shall probably ship to England and race him there."

John Higgins will continue to be a valuable asset to the Sloane's. Higgins, the former partner, this year. So presumably should the Master of Racine send any horses across the Atlantic, they will go into Higgins's hands. As regards Mr. Lorillard's general plan of campaign, it must be said, without any dissent to him, that he is apt to change his mind and have a very considerable change of training during the coming season.

A considerable number of American yearlings of the present year's crop will probably be shipped to England for sale. The success of the sale of Mr. Higgins's filly at Newmarket last fall will be chiefly relied upon for this, but there are other reasons.

Breeders have just arrived at a conclusion, said a gentleman deeply interested in the yearling market. They have decided that if a yearling is no good, it is no way they should not have done it. It is not that it would cost them less to ship yearlings to England than to ship them back to Kentucky from New York. Supposing a yearling had failed to show, even though he was a stallion, he would never bring any price. All if he were sent back to Kentucky, there he is likely to clear a hundred dollars over his expenses. I do not know positively that any breeder besides Mr. Higgins has as yet definitely decided to send a consignment across the Atlantic, but a number of them are talking about it and will probably do so."

AT NEW ORLEANS.

Only Two of the Five Favorites Managed to Get Home in Front.

By Frank J. Bryan.

New Orleans, Jan. 3.—The racing, furnished by the Crescent City Jockey Club today gave little chance to enthusiasm, and the majority of those who were on hand to participate paid dearly for some cheap sport, as but two of the five favorites managed to get home in front. One of them, Lotter, was at 1 to 3, which means a prohibitive price for the small bettors, and left Traveller as their only consolation. The track was probably blamed for the upsets, as it was slippery and uncertain. Finlay, who was first on the schedule of winners, said his victory raised the feeling of dissatisfaction. His backers of course had no complaints to make, for they must have realized that Sir Blaise should have won. Mason rode the latter, and while the little boy unquestionably did his best, the best was very bad, and Finlay, under O'Connor's pilotage, beat him home in a race he should have won easily.

John Lord, one of the Sensation Stable's string, was the tip for the second race. Sir Mengis, manager of the stable, was not generous in his willingness to have his friends share the spoils, and told them it was simply a case of how much he would win by. Intentions were good, but results costly, as the best of the son of Tremont could do was fourth.

Traveller had no difficulty in capturing the third race. He was second for half a mile, but won under a nice pilot. Bequeath, who was heavily played, was tenth. The fourth race was Lotter's. Scratchling took eight out of the fifteen, and as the best of the bunch were among the absentees, the purse looked a gift for him. He did win, but it was far from a good thing, and if else McCafferty will give him a rest. Lotter, who was looked upon as the contender with him to-day, was last.

Demosthenes and School Girl carried the hopes of the losers in the closing event, but both failed to run up to expectations. Celtic Bard, an 8 to 1 chance, winning, with Pontet Canet, another outsider, in the place.

Curly Brown, the well-known starter, will be one of the applicants for the position on the Eastern circuit this season. He has had a lot of experience with the flag, and his application will carry a number of reliable endorsements. Summary:

First Race—Seven furlongs.—Aunt Maggie, 100 (O'Connor), 4 to 1 and 5 to 1; Sir Blaise, 102 (Mason), 1 to 1 and 2 to 1; Sir Mengis, 100 (Lord), 15 to 1 and 6 to 1; third, Time, 1:27. Ben Lord, Arthur and Grace Darling also ran. Start good. Won driving by a neck, a head between second and third.

Second Race—Six furlongs.—Arthur and Star's, 95 (O'Connor), 4 to 1 and 5 to 1; Sir Blaise, 102 (Mason), 1 to 1 and 2 to 1; Sir Mengis, 100 (Lord), 15 to 1 and 6 to 1; third, Time, 1:27. Ben Lord, Arthur and Grace Darling also ran. Start good. Won driving by a neck, a head between second and third.

Third Race—One mile and seventy yards.—C. P. Harris, Jr., ch. h., 7-year-old, by Woodlands—4 to 1 and 5 to 1; Sir Mengis, 100 (Lord), 15 to 1 and 6 to 1; Sir Blaise, 102 (Mason), 1 to 1 and 2 to 1; third, Time, 1:27. Ben Lord, Arthur and Grace Darling also ran. Start good. Won driving by a neck, a head between second and third.

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Fifth Race—Six furlongs.—Jennie, 80 pounds; Minnie, 80 pounds; and Nanette, 80 pounds. Each race was won by a head, and the time was 1:27. Ben Lord, Arthur and Grace Darling also ran. Start good. Won driving by a neck, a head between second and third.

THE TRACK UNCERTAIN.

Traveller Was the Only Horse of the Lot That Brought Consolation to Backers.

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SHARK VS. MAN.

THREE TIMES AROUND THE LAKE.

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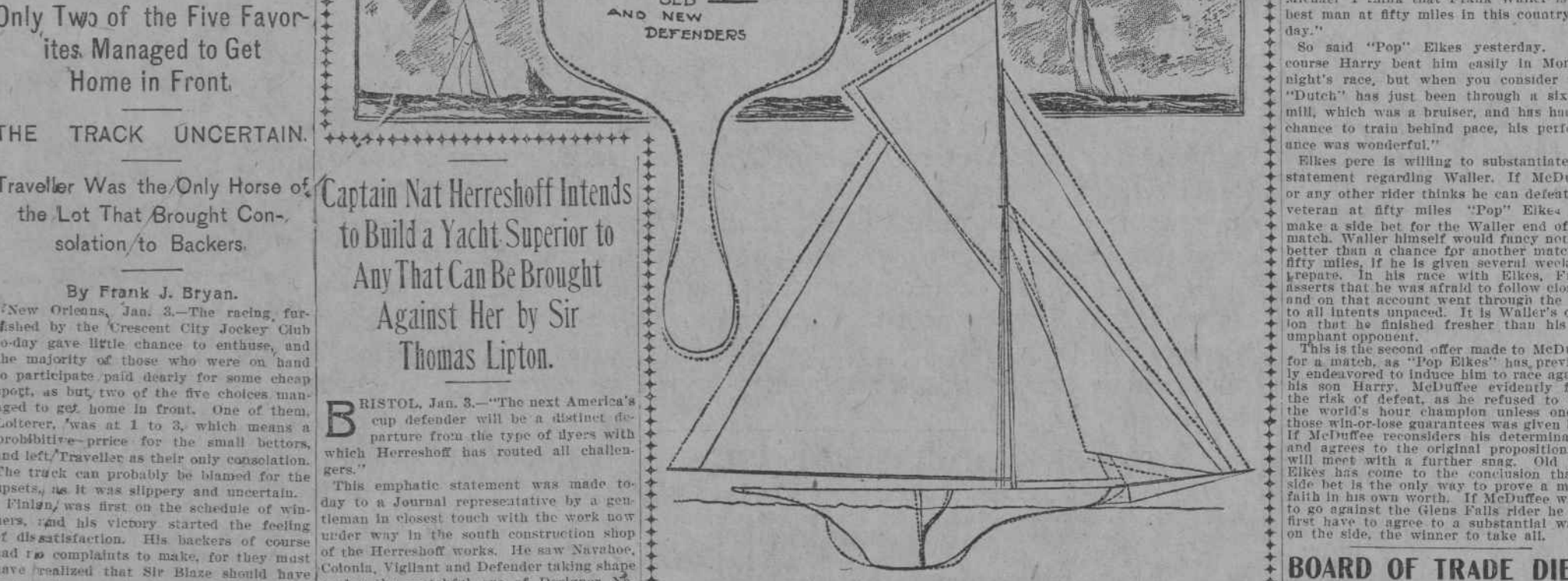
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SOME FACTS ABOUT THE NEW CUP DEFENDER.

CROSS SECTION OF OLD AND NEW DEFENDERS.



Old and New Defender Compared.

perhaps three feet from the overhang, which detracts from the beauty of the old defender's bow, the bringing of more keel weight forward and placing the big mast of Oregon pine about half a foot nearer the bow, is expected to allow a larger sail spread on a given length and considerably increase the speed.

The chief difference in the keels of the two defenders will be found more in the distribution of weight than in the shape of the keel. The keel of the old defender, the Shamrock, will have more lead in her keel than was first anticipated. Present indications point about sixty tons of lead, which is a heavy load for a boat of this size. An actual measurement of the upper part of the keel mould, now ready for casting, shows a length of twenty-nine feet ten inches, tapering, as already stated, from bow to stern.

Not much wood will be used in the new boat and no more aluminum than may be unavoidable. The big hackmatack knees, heavy mahogany plank, seasoned oak and other woods so much in evidence at the Herreshoff works recently are now expected to figure seriously in the construction of the new yacht. Mahogany planking, if used at all, would cover the top sides, but it is rather heavy, not so pliable and altogether not so satisfactory as the metals Herreshoff has in mind. The objections apply to oak planking, which has been so frequently mentioned as figuring in "Captain" Nat's calculations. It is declared that most of the wood used in the next defender will be on the inside for backing and furnishings. Frame knees are too heavy and take up too much space. Steel will answer all the requirements, and is more likely to figure in the boat now under construction.

On racing level, water line, the new defender, it is declared, will not measure more than 81 feet 6 inches, while from tip of bowsprit to end of main boom she is likely to be 128 feet long. Her draught will be about 10 feet 7 inches.

Two sets of sails will be made up for the '05 craft. Rumble cloth was among the samples received at the sail loft last month, but whether this or heavy duck is the material selected cannot be ascertained. Silk is said to be far too light, and, therefore, out of the question. One, if not both sets of sails, will be made in the new loft just erected by the Herreshoffs on Burnside street. The set designed by Whitman is thought to be of the irregular, l. o. cross-cut pattern, from loach to luff, instead of from boom to gaff, as "Captain" Nat has not yet lost faith in this style, which he tried against Valkyrie three years ago.

One point which has made an impression upon those who have watched the trend of affairs here is the apparent intention to build a yacht the superior in speed of any that may be brought against her next year, but at the same time to have a flyer which may, like Colonia or Vigilant, render excellent service after the international races.

Defender is distinctly a racing machine, but the Herreshoffs have reached the point where they can easily distance her on all points of sailing and durability. This will undoubtedly be demonstrated in Defender No. 2 now under way.

The accompanying diagrams show the nearest approximation to the new defender's lines yet obtained.

"NO CORBETT OR NO FIGHT."

McCoy Notifies the Lenox Club That the Ex-Champion Must Be Barred.

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CYCLING - A. G. Batchelder
PUGILISM - "Right Cross"
ATHLETICS - George Sands

DR. T. HAM BURCH STIRS THEM UP.

New York Athletic Club Men Say They Will Ask Him What He Means.

IS RUNNING FOR OFFICE.

He Sends a Letter to Members Promising Financial Returns for Votes.

Members of the New York Athletic Club are amused and partly indignant over a letter sent to every member of the club by Dr. T. Ham Burch, announcing himself as a candidate on an independent ticket for vice-president of the organization. The annual election of the club will be held on Tuesday evening next. There was no opposition to the regular ticket until the candidacy of Dr. Burch was announced yesterday. What the members of the club take exception to is the language of the letter of Dr. Burch, which is as follows:

To the Members of the New York Athletic Club: I have been asked to run for the office of vice-president of the New York Athletic Club, on the independent ticket. I have been a life member of the club for the past four years, and chairman of the Entertainment Committee for the past three years, and an directly interested in the financial success of the club. Besides I have ample leisure to devote to the club's interests and its deficiencies. I pledge myself, if elected, to use my best endeavors toward maintaining the financial stability and high reputation of our organization, while not losing sight of the fact that a means of earning what we are all so keenly interested in—the prosperity of the club.

The letter, it is stated, will ask Dr. Burch what he means by his letter at the next regular meeting of the club.

BOARD OF TRADE DIES.

The National Cycle Board of Trade passed out of existence yesterday morning. At an adjourned meeting of the stockholders of the corporation was effected. Of the 800 shares in the board 614 were represented. On December 24 a meeting was held to dissolve the board, but there cropped up various complications, which prevented the body from emitting the last spark of life.

Over four years ago, when cycling was on its boom, the Board of Trade was organized. It was not a trust. Its powers were limited to regulating guarantees, promoting cycle shows and watching after the interests of the members. It never attempted to dictate prices or give inside information in regard to the business. It was to disband there was hardly a dissenting voice.

There remains considerable money in the treasury. After all obligations are met the surplus will be divided among the stockholders. The last officers of the board were: President, C. S. Dikeman; treasurer, W. A. Redding, and secretary, G. E. Hannan.

News of the Boxes.

Sam Fitzpatrick, who has experienced difficulty in getting some good one to meet Tommy Hogan, the Western feather weight, hopes to induce Tommy White to meet his this season. Hogan has challenged any man in the business at 122 to 126 pounds, but for some reason the cracks fought shy of Tommy's deal. Fitzpatrick has \$500 posted to bind a match with the winner of the Gardner-Sullivan fight next Monday night.

Billy Roche has accepted Jack Downey's challenge for a match with George McFadden. Roche says he will agree to any conditions to bring about a match.

Tommy White will box ten rounds with Jack Dougherty, the Cincinnati feather weight, before the National Athletic Club on January 10.

Wm. Vogel & Son

Unprecedented Reduction Sale.

We are determined to clean up all the broken lots on hand of Men's Winter Suits and Overcoats. None shall be carried over, so we have put the knife into prices—and those gentlemen who call early will get bargains, the like of which they have never seen before.

Men's Suits—Broken lots—many kinds—but not many of a kind—Worsted, Serges, Cheviots, Cassimeres, Tweeds, Tithables, etc., etc.—were \$15, \$16, \$18, \$20 & \$25—all go in together at one price, \$11.75

Men's Overcoats—Broken lots of Blue and Black Kersers, Oxford Meltons, Friezes, Beavers, Vicunas, etc., etc.—were \$15, \$16, \$18 and \$20—now all to go at one price, \$12.50

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Weak Men Who Think.

A man who is weak from the effects of youthful indiscretions or later excesses should go about the treatment of his condition in a business-like manner, and consider all sides. If possible he should consult the medical books of some properly appointed library.

Drugs Do Not Cure.

Then let him look up the treatment by galvanic electricity. He will find that electricity strengthens, because it is the element of vigor and life in all things. I am the inventor of an appliance which puts in your hands the means of a home self-treatment by electricity. It is the

Dr. Sanden Electric Belt,

with attachment for men, now known and used in all parts of the world. This belt is the proper application. It represents 25 years of my energy as a specialist. It is composed of 18 perfect cells, each one a complete battery, but weighs only 5 ounces. You put it around the body when retiring to bed and wear it nights for two or possibly three months. Nothing else required except my advice, which is given free of charge. Currents instantly felt.

Free Book and Consultation.

Drop in at my office to-day if possible and consult me free, or write for free book, "Three Classes of Men," which explains all. Sent in plain sealed envelope.

DR. A. SANDEN, Broadway, Corner 12th St., New York, N. Y.

Office Hours, 9 A. M. to 9 P. M. Sundays, 9 to 12